



Automated Enforcement SLI Response

Sustainability and Transportation Committee

SLI Overview

Council requests that the Department of Transportation, in conjunction with Seattle Police Department, report on the potential for using automated enforcement to reduce "block-the-box" incidents and transit lane violations. The report should address any technological, legislative, and budgetary needs to implement automated enforcement strategies.

Background

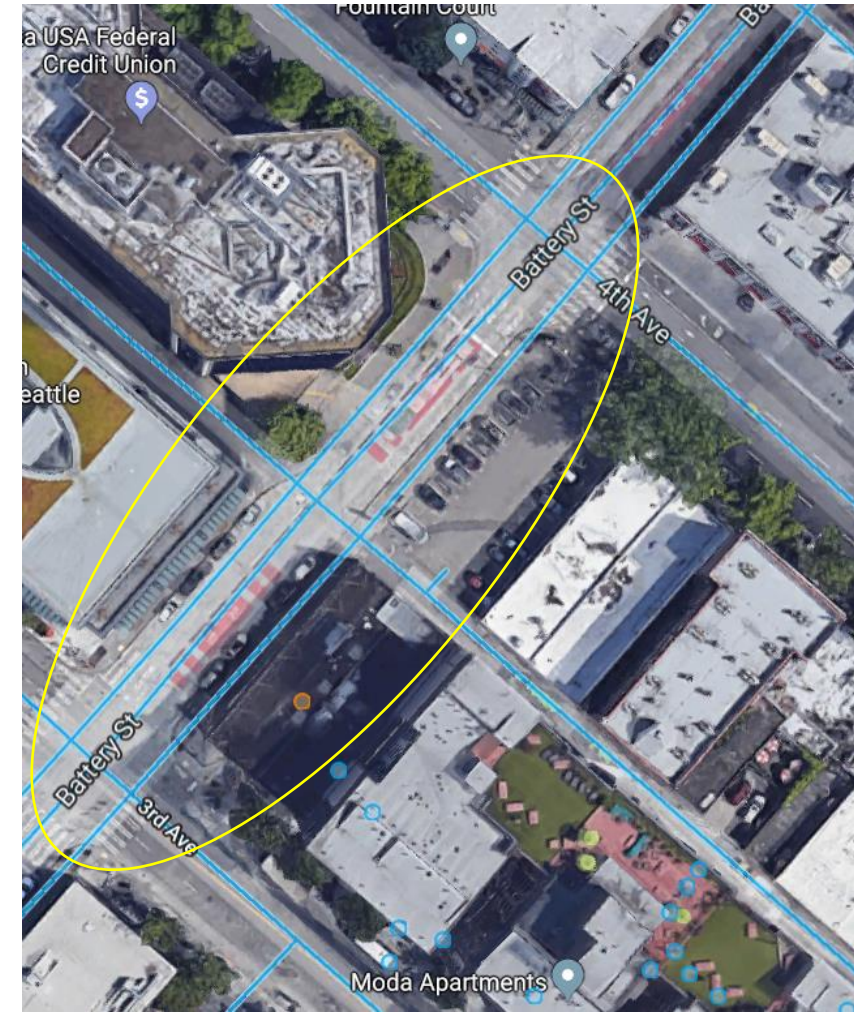
Block the box and transit lane violations impact:

- Bicycle and pedestrian safety and mobility
- Emergency response time
- Transit speed and reliability
- Congestion, particularly during rush hour



Results of 4th Ave and Battery St observation

- Conducted January 2018
- **Block the Box:** average of 6 violations per day, high of 53 violations
- **Transit-Only:** average of 361 violations per day, high of 418 violations



Problem

- Manual enforcement by SPD :
 - is resource intensive
 - is potentially dangerous for officers
 - can cause congestion
- Automated enforcement is not permitted under state law



Recommended solution

Install automated traffic safety camera to improve safety, emergency response, and mobility.

Case Studies

- **Boston:** Focused on block the box and double parking. Resulted in 18% reduction in congestion and 20% reduction in travel delays
- **San Francisco:** Transit lane safety cameras resulted in a 55% reduction in violations and a 16% drop in collisions
- **London:** A 2007 report on longstanding transit lane safety cameras found a 5% increase in transit speed

Implementation: Legislative Framework

- Secure state authorization during 2019 legislative session
- Build on existing authority for red light and school speed zone traffic safety cameras
- Change the Seattle Municipal Code



"We will be going to Olympia....We know that if a police officer pulls a car over in the middle of the busiest intersection because they block the bike lane or block the box or block the bus that it just backs traffic up," Mayor Jenny Durkan.

Implementation: Technology

Following legislative approval:

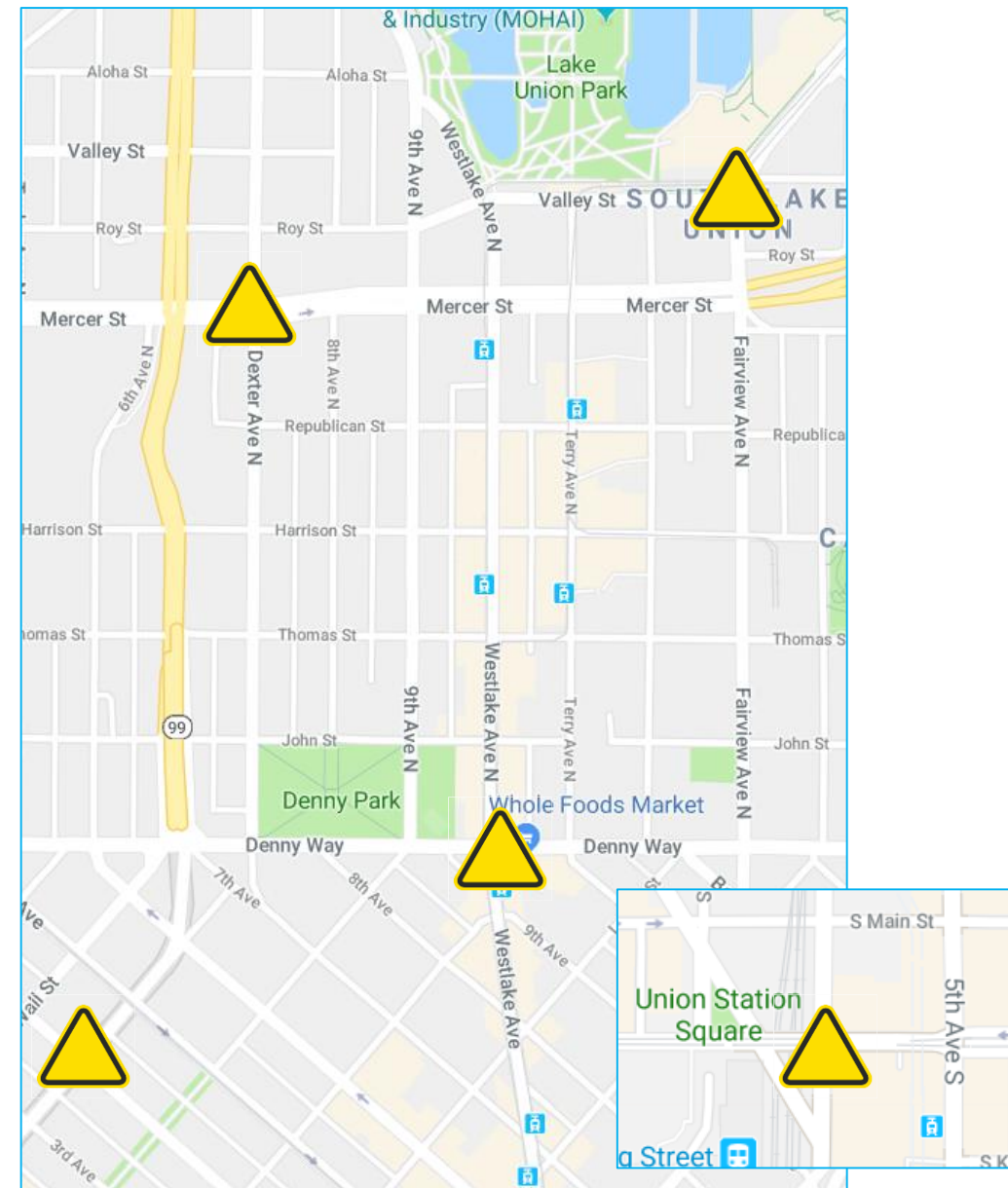
- Identify intersections for installation
- Work with SPD to manage vendor contract



Implementation: Technology

Based on traffic and citation data, recommend piloting program in some or all of these locations:

- Fairview Ave and Valley St
- Dexter Ave and Mercer St
- Denny Way and Westlake Ave
- 4th Ave and Battery St
- 4th Ave S and S Jackson St



Implementation: Privacy

- State privacy protections prohibit the City from:
 - Capturing the driver's or passenger's face in photograph
 - Retaining photographs longer than necessary to enforce the violation
 - Using photographs for legal proceedings beyond the specific violation
- Based on these requirements we anticipate automated safety cameras would be exempt from the City's Surveillance Ordinance
- A full privacy assessment would still be conducted prior to implementation

Implementation: Budget

- Detailed budget estimate is not possible until the specifics of state authorization are known
- Based on estimates for the 2014 School Zone Camera BIP, anticipate each camera to cost about \$10,000
- Fines are expected to cover ongoing operation, maintenance, and staffing needs



Questions?

Mark.Bandy@seattle.gov | (206) 684-5097

Stephen.Hirjak@seattle.gov | (206) 684-5753

Quinn.Majeski@seattle.gov | (206) 727-3986

